

Corvallis, April 4, 1879.

W. B. CARTER, EDITOR.

ADVANTAGES OF FOULWEATHER.

The advantages possessed by Cape Foulweather, as the proper location for a harbor of refuge, are manifold. 1st. It is a natural harbor, with sufficient capacity and depth of water, to answer the present necessities of commerce, by placing two buoys at the entrance, and charts for the guidance of mariners. 2nd. It is abreast the center of the Willamette valley, the great grain growing section of the State. 3rd. It is on the direct line of the Willamette Valley and Coast R. R., now in process of construction, which terminates at the eastern line of the State, thus giving the fertile plains of Eastern Oregon, a short and direct railroad communication with the Pacific ocean. 4th. It meets the demands of Congress, in the instructions of the board of U. S. Engineers in charge of the location of the proposed breakwater, to look well to the benefits accruing therefrom to "local" as well as "general commerce." No point on the entire coast can successfully compete with Foulweather, in this particular, as will be seen from facts above stated. 5th. By the location of the harbor of refuge at Cape Foulweather, hundreds of thousands dollars, annually, would be saved to the farmers of this valley, in the item of transportation. Less than sixty miles of railroad, the first ten mile section of which is nearly graded, and iron float for the same, would save the shippers of this valley from 200 to 300 miles of transportation, say nothing of the expense and loss of time in making the present circuitous route to the sea, via the Willamette and Columbia rivers. These, although but a few of the many reasons that might be urged in favor of Cape Foulweather, as the proper place for the harbor of refuge, should be sufficient to cause those in charge of this important matter, to consider well, before they act upon the suggestions of the Portland Board of Trade or the Astoria Chamber of Commerce. No other point on this entire coast can compare with Foulweather as to adaptability and natural advantages for a breakwater. The government already owns the lands adjacent, with all the materials for construction, near at hand, and a first order light for the safety of tempest-tossed vessels. In the impressive language of Major Wilson "the value of the commerce to be benefited by this work would run up into millions," and yet it will only cost the pitiful sum of \$656,251, to make it available. Every citizen of Oregon, yea, and of the entire North Pacific Coast, is directly interested in this matter, and should give the subject earnest attention. It is a matter of too great importance to be thrust aside without careful deliberation.

PORTLAND VS. FOULWEATHER.

By the coast surveys of Major Wilson and Asst. U. S. Engineer R. A. Habersham, last summer, it is demonstrated that Cape Foulweather is the best, and most natural and available, point for the location of a harbor of refuge on this coast. And yet, in the face of these patent facts, the Portland Board of Trade, in their great wisdom, have resolved to recommend Port Orford, or Coos Bay, as the proper place for such improvement, and entirely ignore the claims of Cape Foulweather. Why this one-sided, narrow-contracted, short-sighted policy? Does this Board of Trade speak the sentiments of the citizens generally, and capitalists of Portland, on this subject? If so, then the metropolis has plainly, and unmistakably, placed itself in direct conflict, with, and in opposition to the best interests of the State, and especially of the great Willamette valley, from the golden products of which, the "fat duck" has drawn her fatness. For more than a quarter of a century an uninterrupted and continuous golden stream has flowed from the Willamette valley into the capacious, and unsatisfied, coffers of Portland. What has been given in return for it? The farmers of the Willamette valley, by their patient toil and unceasing industry, have forged the chains that have bound them as slaves to Portland shippers, during all these long years. The toilers of the Willamette valley, have paid for many of the fine brick blocks that are the glory and pride of the metropolis; have paid for all the boats that have

floated upon our noble rivers, which have borne their products to the sea—three hundred miles away—when nature has prepared them an outlet to the ocean, within sixty miles of the heart of the valley; have paid hundreds of thousands of dollars for basins, locks, horse-railroads, flat boats, etc.—and never owned but one boat on the upper Willamette—and that a dead loss.

If this Board of Trade speaks for Portland, in this matter, the sooner the people of this valley know it the better. If the O. S. N. Company, or the united monopolies of Portland have the power and influence to dictate terms to the board of U. S. Engineers, having in charge this work, as the action of this Board of Trade seems to indicate, the people should know it, and we intend—at all hazards—to keep them posted. If Portland sanctions the hostility to the valley, as set forth in the late action of the Board of Trade, it behooves the merchants and farmers to unite against such opposition. When the advantages of an outlet, so near the center of the Willamette valley—the garden of Oregon—is fully set before the merchants and dealers of San Francisco, as they will be, there will be no difficulty in securing all the financial aid we need, to buoy our harbor, at Cape Foulweather, even though the breakwater is not located there. San Francisco desires a direct trade with this valley, and the people, who have been ground down all these long years, will, ere long, assert their independence, and "buy where they can buy the cheapest, and sell where they can secure the best prices for their produce." When we say this, we are uttering no "uncertain sound." The people of this valley begin to understand their rights—and knowing, dare maintain them.

FACTS FOR THE PEOPLE.

Notwithstanding that august body, known as the Portland Board of Trade, has entirely ignored Cape Foulweather as a competitor for the proposed harbor of refuge on this coast, there are certain facts in connection therewith, which even that Board of Trade cannot "swallow with impunity," and they are already showing signs of nausea in the attempt. Had that honorable body been disposed to have done the fair and honorable thing, instead of proclaiming, blindly and ignorantly, for Port Orford or Coos Bay, they would have taken pains to have informed themselves on the subject, and recommended that the Board of U. S. Engineers, carefully examine the several points before locating the harbor of refuge, and recommending the expenditure of millions of the people's money.

Can it be possible that a Board of Trade, composed of some of the leading business men, of Portland, are so egregiously ignorant as their report would indicate? Is there not a very large sized feline in that "meat ball"? If they had taken the pains to have read the reports of Major Wilson and Asst. Engineer R. A. Habersham, they could have saved themselves much humiliation. Major Wilson after giving an extended and elaborate report of the bay south of Cape Foulweather as a harbor of refuge, with estimates of cost of construction, etc., further reports that from the examination made under his direction, by Asst. Engineer Habersham, and from his report and his own observation, he is of the opinion that a BETTER HARBOR can be made north of the Cape than south of it, at a cost of \$656,251, and says:

"By constructing a breakwater running in a northeast direction, just inside the reef running out from the Cape, such a breakwater would be about 600 feet long, and would contain within it an available anchorage of from FIFTY TO ONE HUNDRED ACRES, with a depth of from THREE TO EIGHT fathoms."

Assistant Engineer Habersham, in his report, says:

"Such a harbor would satisfy the present necessities not only as a harbor of refuge, but also as a port of entry. And it may be enlarged at any time, if desired, by extending the harbor along the reef."

Major Wilson concludes his report on Cape Foulweather and the advantages of a breakwater as follows:

"The value of commerce to be benefited by this work would run up into millions, as the benefit would be felt by every vessel navigating the Pacific ocean between San Francisco and the straits of Fuca. For the necessity of a harbor of refuge on the Northern Pacific Coast, I respectfully call attention to the interesting and elaborate report of the board of engineers for the Pacific Coast, dated Feb. 14, 1877."

Cape Foulweather Breakwater.

MASS MEETING OF CITIZENS.

The People Waking Up.

DIRECT OUTLET OF THE WILLAMETTE VALLEY.

GOOD NATURAL HARBOR.

The Largest Ships Can Enter and Depart in Safety.

CENTRAL AND EASTERN OREGON SHOULD BE A UNIT FOR FOULWEATHER.

Let the Facts Decide the Matter.

Now is the Time for Action.

It is a FACT, not generally known, even in our own county, that within sixty miles of Corvallis we have a natural harbor, the best between San Francisco and Puget Sound, free from a bar entrance, and of sufficient capacity to accommodate the present demands for commerce. This harbor is immediately to the north, and under the lee of Cape Foulweather. Mr. R. A. Babersham, Assistant U. S. Engineer, under direction of Col. Wilson, made a careful survey of the bays north and south of Cape Foulweather, last summer. It is only recently that that report has been published. We gave it in full, in the GAZETTE of Feb. 21, 1879. Previous to that report the existence of a NATURAL HARBOR immediately to the north of the cape was unknown. The hydrographic work of the Coast survey in that vicinity terminated at the extremity of Cape Foulweather. In speaking of the Bay north of the Cape, Mr. Habersham says:

"No survey had ever been made of this bay, and so far as I could learn, my boat was the first that had ever entered it. It is a natural harbor of considerable extent, even without improvement. I am informed that during southwest gales the whole of the area inside of the reef is comparatively smooth, and the southeast portion quite so. Several of the seamen employed as boatmen on this survey, who had sailed for a number of years between San Francisco and Puget Sound, and claimed to be familiar with the coast and its climate, said that if two buoys were placed to mark the entrance, and the fact published for the information of mariners, vessels of any draught could enter here, not only for shelter, but for purposes of commerce. If this opinion be correct—and there seems to be no reason to the contrary—the circumstance is of interest in connection with the fact that a narrow gauge railway is now under construction from Corvallis on the Willamette, to Yaquina Bay."

In view of these and other facts, contained in Mr. Habersham's excellent report, and the showing that a good harbor of refuge, perfectly secure, from all gales, and sufficient for the necessities of the commerce of this coast for years to come, could be secured at Foulweather for the very small sum of \$656,251.20, our citizens have determined to let these facts be known, and on last Friday evening, March 28th, after a few hours notice, held a ROUSING MASS MEETING in the City Hall for the purpose of devising ways and means for disseminating this information, and arousing the people of this valley to immediate action.

The meeting was called to order by W. B. Carter. Dr. J. R. Bayley was chosen chairman, and B. W. Wilson secretary. The chairman in a forcible and terse manner stated the object of the meeting, when, on motion, a committee on resolutions was appointed consisting of Judge John Burnett, John Ray, Esq., and Judge F. A. Chenoweth.

Sharp and pointed addresses were made by the following gentlemen: Dr. J. R. Bayley, F. A. Chenoweth, John Burnett, W. B. Carter, John Ray, D. Carille, M. S. Woodcock, B. W. Wilson.

The committee on resolutions reported, and report adopted.

[Resolutions will be found in another column.—ED. GAZETTE.]

On motion, a committee of eighteen were appointed to collect facts and statistics relative to the products, transportation, commerce, and everything bearing upon the necessities and advantages of a breakwater at Cape Foulweather, for publication at an early day, and also to visit the adjoining counties of this valley, and present them to the citizens thereof, and urge them to unite with us in the grand work of securing a harbor of refuge at Cape Foulweather. And when these FACTS and FIGURES are collected, to present the same to the Board of U. S. Engineers, having in charge the location of said harbor of refuge. This committee consists as follows: Judge Burnett, Judge Chenoweth, W. B. Hamilton, J. S. Palmer, W. B. Carter, B. W. Wilson, Dr. J. R. Bayley, Sol King, W. A. Wells, E. A. Abbey, G. B. Smith, R. A. Bensell, James A. Yantis, A. Pearce, John Ray, M. S. Woodcock, Judge Kelsey, and by motion, Dr. J. R. Bayley was added.

The following were, on motion, appointed a committee on finance: E. A. Abbey, S. Neugass, John Ray, A. Young and Wm. Grant. W. B. Hamilton, very generously

tendered the use of the City Hall, gratis, for the meeting. The Second Brigade Band, under the efficient leadership of Prof. Milner, kindly furnished excellent music on the occasion. For all of which the community is very grateful. After listening to the able addresses, and several soul-stirring pieces of music by the Band, the meeting adjourned.

NO! FOR YAQUINA.

The Corvallis GAZETTE tells us not to "fret" over the fact that Col. Hogg is trying to dispose of the Yaquina wagon road lands. The intimation is that we oppose the construction of the Yaquina Bay and Corvallis railroad, but the GAZETTE is mistaken. Yaquina Bay is a favorite summer resort for sea beachers, good fishing at sea and in the bay, the best boating and driving, and it is necessary that such a place should be kept at a distance from the sea, as well as other people, can have the benefit of its facilities for summer enjoyment. The wagon road hardly answers the purpose. The railroad will be an improvement for when it is built one can breakfast in Portland and sup on all sea and salt water luxuries at the Benton county seat. For these reasons we sincerely regret that the road cannot be in operation this summer. It is a very responsible matter, if the Government insists upon it. Then there is another reason why Yaquina should be approached from the interior by rail. Oregon needs another shipping point, and, in fact, as it is possible, so that when the Columbia is frozen vessels can go elsewhere for freights. We own to this, and if Yaquina will keep a good stock of balloons to hoist ships over the bar we predict great success.—Portland Bee, March 29.

Hello! Mr. Bee man, there you go, again—beating the air, as usual. Why can't you come down to FACTS? You will be compelled to do so, sooner or later. No amount of jesting, or "poking fun" at the Yaquina Bay railroad, or ignoring Cape Foulweather as the most available place for the harbor of refuge on this coast, can change the FACTS and FIGURES in the case. Whether Col. Hogg desired to sell, or even has sold, his land in the western portion of Benton county, cuts no figure in the matter whatever. The people of the Willamette valley, for more than a quarter of a century, have paid tribute to Portland, until the "fat duck," as she was termed by the leading paper of that city, a few years since, imagines she is ALL of Oregon. The FACTS are that we have a GOOD NATURAL HARBOR, free from ice blockades, hog's-backs and sand bars, where the largest class of vessels now employed in the commerce of this coast may enter and depart, in perfect safety, without the use of tug boats, pilots, and many other expenses and annoyances now endured by shipmasters on the Columbia river. The "poetical" allusion to "balloons, to hoist ships over the bar," at Yaquina, and all that kind of talk, reminds us of the boy, near the graveyard, "whistling to keep his courage up." If this little pleasantry, at the expense of common sense and solid truth, will suffice to keep your "courage up" and hoodwink your readers for a time, all right. Persevere—but remember, that "truth is mighty and must prevail." Mr. Habersham's report has satisfied the people of Oregon that a natural harbor exists north and under the lee of Cape Foulweather, and only needs that the channel should be buoyed to make it available for purposes of commerce. Not only is Yaquina Bay a good place for fishing, driving, etc., but it will be the nearest and cheapest route from Portland to San Francisco when the railroad from Corvallis to the coast is completed. Its construction, in the near future, is a fixed fact. The iron for the first ten miles is afloat—and the future of Benton county is bright.

EX-SHERIFF DALE ARRESTED.—The statement is made that ex-Sheriff Dale, who, it will be remembered, was found to be a defaulter in the Yaquina county about the sum of \$17,000, has been arrested at his home at Lafayette. The fugitive ex-Sheriff, who, several months ago, found it convenient to skip over to Victoria to evade the "minions of the law," was telegraphed to once for Sheriff Kelly to look out for the returning fugitive. That officer took the cue and was on the qui. Sheriff Kelly instituted a search and found the defaulter, who, after a short confinement, was released on official concealed at his house and arrested him. There are several indictments against Dale.—Portland papers.

A road will be built from Cove, Union county, to the Columbia river.

Mr. Joseph Houston, a pioneer, died at his home in Linn county on the 20th ult.

The circuit court docket for Union county to this date shows twenty-five cases to be disposed of at the May term.

The Yamhill Reporter of March 28th, announces that ex-Sheriff Dale, of that county, now languishes in jail at Lafayette—because the "bars" he had so often placed others behind.

It is proposed to build an Episcopal church, costing \$1,000, at Junction City. Half of this sum has been subscribed, and the other \$500 will probably come from the east.

The Guard says that young ladies attending the university at Eugene practice acrobatics on a horizontal bar and swinging on rings. The exercise does them good. An inmate of the county jail, who had been in the jail for some time, had been found near the jailer's mill in Yamhill county last week. He had evidently escaped from the East Portland asylum, and will be returned to that institution.

HARBOR OF REFUGE.

The Albany Register, of March 28th, contains the following pertinent, and well-timed article on the Harbor of Refuge question. Bro. Van Cleave, we believe, speaks the sentiments of every newspaper in the Willamette valley. When the FACTS are properly understood, by the people, there will be perfect unanimity for the breakwater at Cape Foulweather. Not only the great Willamette valley, but Eastern Oregon, as well, should be a unit in urging and demanding the breakwater at Cape Foulweather. The most direct, and consequently the best outlet of Eastern Oregon to market is by way of a railroad to Foulweather—and the Willamette Valley and Coast R. R., in our humble opinion, will be the first available road to Eastern Oregon. We make this prediction, simply because nature has provided the best passes in the Cascade range, almost immediately east of Corvallis, and upon the line of the W. V. & C. R. R. Look at your maps, if you doubt this statement. But here is what the Register says:

As we stated last week, Congress has made an appropriation for the construction of a harbor of refuge for ships, leaving the selection of the harbor to the United States Board of Engineers for the Pacific Coast. The Portland Board of Trade met soon after the news of the appropriation had been made public, and, in fact, as it is possible, so that when the Columbia is frozen vessels can go elsewhere for freights. We own to this, and if Yaquina will keep a good stock of balloons to hoist ships over the bar we predict great success.—Portland Bee, March 29.

According to the report of the Engineer Department, made but a short time since, the construction of a harbor of refuge at Port Orford would cost the neat little sum of \$9,405,000. If Congress could be induced to appropriate annually \$200,000 for this purpose—a very uncertain matter—it would take about fifty years to complete such an undertaking.

But the Engineer says, in his report, that an anchorage of about ninety acres would be secured, which would answer for present purposes, for \$3,427,000—an eighteen years' job. Saying aside the objection to the length of time required in its construction of what benefit would such a harbor be to the commercial interests of Oregon if constructed at Port Orford? Situated in the Coast mountains, almost inaccessible to the outside world, out of the way of land travel, and far away from the thickly-populated portions of the State, it probably never would, under the most favorable circumstances, afford what the great mass of the producers of Oregon demand—an entrepot giving us direct communication with the high seas.

Address to the Citizens of the Willamette Valley.

CAPE FOULWEATHER AS A HARBOR OF REFUGE.

Fellow Citizens of the Willamette Valley:

We respectfully call your attention to the subjects expressed in the following resolutions, adopted at a mass meeting of the citizens of Corvallis held at the City Hall on the evening of March 28, 1879. The cause is alike interesting to us all. However varied our interests in other matters, in this we are all embarked in one common boat, and we must sink or swim together.

This lovely valley at present has but one outlet and that by a long, circuitous and expensive route. The burdens imposed upon our labor and the products of our soil are onerous indeed. The question for us to consider is this eternal and unending (?) or is there an opportunity to shake off the burden. For communities as well as individuals there are golden opportunities. "There is a tide in the affairs of men, which, if taken at the flood, leads on to fortune;" but if neglected never returns.

The citizens of this county have organized thoroughly for the purpose of presenting the facts, and of preventing a perversion of truth in regard to the favorable location and natural advantages of the bay lying north of Cape Foulweather for a harbor of refuge. The same bountiful Creator that gave us this valley, teeming with richness of soil pervaded with beauty of scenery, and an atmosphere glowing with healthful vigor, has placed a natural harbor immediately opposite our center and has leveled down the mountains of the coast to give us an easy passage to it. Congress has made an appropriation—small indeed—but quite sufficient for the present purpose, if applied in the right place, and not wasted under the contrivance and dictation of interested parties.

Our growing commerce, and the destructive storms, which sweep most heavily this part of our coast, imperatively demand this improvement, and at this place. And a little added to the GREAT DEAL that nature has done will give us all that is required.

We are not alarmists when we tell you there is a purpose, fixed and steady, and backed by wealth and intellect, to divert the bounty of the government and have it squandered where it will do no good. What we suggest, and earnestly desire, is, that other counties, interested like our own, organize for the purpose of placing the FACTS fairly before the parties charged with the duty of locating this improvement; having no doubt but that the TRUTH and the FACTS will bear us out in what we claim. With work, and prompt action, success is certain. Let us make one common cause and work together. We owe it to ourselves and to our children to secure what, by nature and right, belongs to us in this regard. Facts and suggestions should be sent to our secretary, B. W. Wilson, at Corvallis.

J. R. BAYLEY,
W. A. WELLS,
M. S. WOODCOCK,
JAMES A. YANTIS,
J. R. LEE,
Committee.

RESOLUTIONS.

WHEREAS, The construction of a Harbor of Refuge at some point between San Francisco and Puget Sound is an absolute necessity for the shipping interests of the country; and

WHEREAS, During the last year many valuable lives were lost and much valuable property destroyed for the want of such a harbor; therefore, be it

Resolved, That we respectfully recommend Cape Foulweather on the western line of Benton County, as the most available point on the coast for the Harbor of Refuge.

Resolved, That while a harbor can be constructed on the north side of Cape Foulweather for the sum of \$656,251.20, to construct one at Port Orford will cost over three millions of dollars.

Resolved, That as the report of Col. Wilson shows that the principal injury to shipping is caused by southwest gales, that no point further south than Cape Foulweather would be of any particular use to the shipping interests as a harbor of refuge.

Resolved, That the admirable report of Assistant Engineer Robert A. Habersham, shows that there is a natural harbor on the north side of Cape Foulweather, and with the expenditure of less than one-sixth of what it would cost to construct a harbor at any other point on the coast, a safe and convenient harbor can be constructed at that point, sufficient for all purposes.

Resolved, That we earnestly call the attention of the Board of Engineers, who are to select the point at which the appropriation made by the late Congress is to be expended, to the natural advantages that Cape Foulweather possesses over any other point on the coast, for a work of this kind.

Resolved, That we will not allow the patent facts to be perverted or turned aside, but that we will insist upon the position on the coast for the purposes intended to be accomplished by a harbor of refuge; the immediate contiguity to a large agricultural district, the cheapness of construction, as well as its capability of being rendered immediately useful, with the small means appropriated for the purpose, all indicate with unerring certainty that that is the place designed by nature as the harbor of refuge.

Resolved, That we will place fairly, truthfully and prominently the facts of its favorable surroundings before the people, using this great work in charge, not doubting but they will lead to the desired end and secure the expenditure of the money in the right place.

Resolved, That we look with profound astonishment upon the fact that the Portland Board of Trade—seeing advantages in any place rather than the one at home.

Resolved, That we accept this expression of the Portland Board of Trade in ignoring entirely the fact that Cape Foulweather is a natural harbor, and unwilling testimonial of its fitness and importance as a harbor of refuge.

Resolved, That we cordially invite the people of the Willamette Valley to unite with us in presenting the simple facts of this matter to those having charge of this work.

Resolved, That we look upon the conduct of the Portland Board of Trade in this matter as friendly to the interests of this valley, and that we do not believe any portion of the people of the valley will look with favor upon any effort to rivet the shackles and bind permanently upon their backs, burdens now borne by the trade of the valley.

Resolved, That it is our hope that this conduct of the Portland Board of Trade does not fairly represent the sentiment of the good people of Portland; but that in case we become satisfied that Portland is hostile to the development of the natural advantages of our coast, and outlets to the ocean, we will labor with determination and unceasing vigor to induce our people to unite and trade directly with San Francisco, and send the aid of that city, which we hope will be able to see and appreciate our natural advantages.

JOHN BURNETT,
JOHN RAY,
F. A. CHENOWETH,
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river a suitable place for the construction of the harbor of refuge, and directed that the views thus expressed be laid before the board of engineers having in charge the selection of a proper locality. There are many arguments that might be urged in support of this suggestion. 1. The Columbia river is and will remain the principal channel of commerce between San Francisco and Puget Sound, and the engineers say it is not a natural harbor against southern storms. 2. A stone wall or dike can be built from Point Adams to Clatsop Spit for less money than a wall can be built at any point south of there, except perhaps at Foulweather. 3. The contracted channel would so deepen itself as to afford safe entrance at low tide and in all weather for all classes of vessels, and in all weather of sufficient depth, extent and security for all the shipping of the Pacific ocean. 5. Such a wall would protect Fort Stevens, which has been yielding to encroachments from the sea and must be kept up at much expense to the government. 6. Of 34 storms reported by the signal bureau, 23 started on the coast of Oregon and Washington, and only 11 on the coast of California. Therefore, the Columbia river would not be out of the way for the harbor proposed. 7. All vessels from San Francisco for Shoalwater Bay, Puget Sound and Alaska pass near the mouth of the Columbia river. 8. All vessels coming to the Columbia from the sea for trade come direct to the mouth of the river; and they vastly exceed the number of vessels on all the shipping together to and from all ports between the Columbia and San Francisco. 9. With the exception of perhaps one place, the improvement of any port south would constitute only a harbor of refuge. Those points generally are not accessible by land. Were the improvement made at the mouth of the Columbia river it would otherwise facilitate and be a great advantage to the commerce of that river. It would deepen and strengthen the channel, render it smoother in heavy weather, lessen the need of towage and improve the value of ships getting aground by missing their course. 10. From the first improvement would be a benefit to commerce. The first year's work would produce important results. If undertaken elsewhere the immediate benefits would not be apparent, and unless steadily continued would amount to nothing at all. And Congress may not readily be induced to continue the work if it costs millions and requires from ten to twenty years. It will be seen from these statements, which are given merely in outline and might be elaborated at length, that the recommendation made by the Astoria Chamber of Commerce has some very substantial arguments behind it. The Columbia river is and always will remain the channel of greater part of the commerce of Oregon, as well as of a large share of that of Washington Territory; and if the proposed improvement were made at the entrance of this river it certainly would be a great assistance to general commerce, besides affording a harbor of refuge, in accord with the plan proposed.

MARRIED.

At the residence of J. D. Miller, Oregon City, March 25th, James Cochran and Miss Emma Miller.

Capt. "Jimmy" is well known on the upper Willamette river. We join our voice with numerous friends, in wishing the young couple long life, prosperity and happiness.

DIED.

In Corvallis, March 29, 1879, Mrs. Sophia, wife of Mr. J. B. Irwin, aged 41 years.

Deceased was the daughter of Mr. C. P. Blair of our city. She crossed the plains in company with her parents in 1853, and settled in Benton county. In 1855 she was married to Mr. J. B. Irwin, with whom she lived happily until her death. Her death was sudden, though not altogether unexpected, as she had been subject to severe attacks of suffocation—caused doubtless from excessive corpulency. The last attack was sudden and violent, terminating in death in half an hour. A physician was called, but before he arrived, the bright thread of life was snuffed, and her freed spirit took its flight to its far-off home on high.

She was a humble, devoted child of God—a member of the Cumberland Presbyterian Church—and had been for 23 years, and died in full hope of a blessed immortality. She leaves a husband and four children, an aged father, brothers and sisters, and a large